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STATE CONTROL OF RAILROADS

IN EUROPE.

One of the most interesting chapters in "Railroad Problems," a new and valuable work to which reference is elsewhere made, is that which treats of government control of railroads. It is of peculiar interest, for the reason that the question is growing rapidly upon the public mind, both in this country and England, the Interstate Commerce act passed at the last session of Congress being an outgrowth of this sentiment in the United States.

The statistics adduced by Mr. Jean in the chapter mentioned, as to the economic results of State control in European countries, furnish strong practical arguments in its favor, and it is somewhat singular that England should be the only nation in Europe which has failed to recognize the importance of a system that has proved so efficacious upon the continent. An act of Parliament passed in 1844 authorizes the purchase by the Government of railroads then existing, or to be built thereafter, upon certain conditions, but that is all the legislation ever enacted in that direction. The subject has been agitated from time to time, and was considered in great detail by the Government Commission of 1867, but there it rested. All the roads of great Britain remain in the hands of private companies, while many of the continental roads are either absolutely owned or managed by the government.

Comparative statistics, as between the roads controlled by the Government and those controlled by private corporations, are largely in favor of the former, so far as cost of maintenance, traffic expenses and economy of administration are concerned. Whether there is sufficient similarity of conditions between the railway systems of the United States and Europe, to warrant the expectation of like results in this country, is a question for future determination, but the tendency of popular opinion runs that way and with gathering strength. It will depend a good deal upon the railroad companies themselves, whether they force an issue that will make the people the masters of the situation.

Mr. Jean, who writes from an English standpoint, says:

"In the United States systems were nearly taken into government control, there seems much more reason why the railroad system should be, since railroads are not only used by all, but exercise a power and influence over our social and business relations, have a number of elements in their nature to be considered. It will be true that civilization is synonymous with the extension of commerce, and that not only the prosperity of a country, while its exports increase, but also the welfare of many of its citizens, determined by the varying interests of its industrial interests, may be real interests of national importance."

It is reported in New York society circles that Miss Mary Whipple, daughter of the late John W. Whipple, formerly a prominent member of the merchantile class, is to be married very shortly to Andrew Carnegie, the Pittsburg millionaire.

A Northern man who went down to Florida remarked, "I came down to Florida to get a little change and some rest." "Did you get it?" one asked. "No; the water got the little change and the hotel got the rest."—Boston Journal.

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